

Not being able to get their news into the big dailies, they are printing little papers of their own.

The following from the Lincoln Avenue Bulletin makes interesting reading in this connection:

"The union of the improvement clubs and business men's associations has been forced upon their members by the attitude of the daily newspapers, which have united in misrepresenting the situation to the people of Chicago and one of the vital questions the Federation will insist upon having answered is whether a subway in downtown Chicago is practicable from an engineering standpoint, a subject which the daily newspapers have studiously avoided. It is a fact little known among business interests that the weight of buildings in down-town Chicago is now pushing vast quantities of mud out from under the center of the city into the Chicago river, which must be constantly dredged to permit free passage of deep draft boats. Eminent engineers have repeatedly declared that subway construction in down-town Chicago would surely entail millions of dollars damage to buildings, which damage the city would be compelled to pay.

"Truth of these observations by engineers has been proved wherever underground work has been done in the down-town district. Building of La Salle street tunnel resulted in streets, sidewalks and buildings sinking throughout a large district. Cracks were opened in building walls for blocks, and structures threatened to collapse. The result, then from subway work throughout an extensive territory can be imagined.

"It has been estimated by Bion J. Arnold, head of the subway commission, and engineer of traction interests, that the down-town subway proposed will cost \$54,450,000 to complete, not considering damage to present buildings. Figuring on the same basis of cost as for down-town, a general subway for Chicago being of 481 miles, would cost \$500,240,000, a total of \$554,690,000.

"An idea of the magnitude of these figures may be gathered from the fact that they nearly equal the assessed value (\$603,022,969) of all the lands and buildings in Chicago as fixed by the Board of Review for the year 1910. Inasmuch as the assessed value is one-third the full value, it follows that a sum equal to one-third the present value of every lot, house, store, factory and office building will have to be expended for subways to carry out Arnold's recommendations; or, to put in in other words, the subway will mortgage all real estate in the city of Chicago to one-third its value.

"A newspaper agitation for a subway was begun two years ago, when it became evident that the 55 per cent of the net earnings of the traction companies of Chicago was due to reach a greater sum than was believed possible when the traction ordinances were passed,